

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Self Medicated Flying

There have been times when we all have needed certain over-the-counter medications to feel better or help with some pain or ailment. When we do buy over-the-counter drugs are we aware of their impact on our flying abilities or if it's even legal to operate an aircraft while using either over-the-counter or prescription medications? Well, with much research and reading of the FAA regulations there is no definite answer to those questions. In fact the FAA has a *Guide for Aviation Medical Examiners* to help them understand and answer your questions regarding taking over-the-counter medication. The Guide says that a "list" is subject to misuse if used as the sole factor to determine certification eligibility or compliance with 14 CFR part 61.53, *Prohibition of Operations During Medical Deficiencies*. Maintaining a published list of acceptable medications is labor intensive according to the FAA; and in their final analysis only partially answers the certification question and does not contribute to aviation safety. The FAA goes on to say that a list of medications provides aeromedical guidance about specific medications or classes of pharmaceutical preparations and is applied by using sound aeromedical judgment. The FAA also states that the list is not meant to be totally inclusive or comprehensive and no independent interpretation of the FAA's position with respect to a medication

included or excluded from the following should be assumed:

Antacids	Anticoagulants
Antidepressants	Antihistaminic
Antihypertensive	Insulin
Desensitization Injections	Sedatives
Diabetes Mellitus-Type 2 medication controlled	

What this sounds like is the FAA trying to protect itself while at the same time leaving it up to a medical examiner, or to you the pilot-in-command, to make the right decision for operating an aircraft safely when using over-the-counter pharmaceuticals. This includes such everyday items as aspirin, or cough medicine. If you read part 61.53's prohibition on operations during medical deficiency further, you will become familiar with the FAA catch all that it is up to the pilot in command to know when to ground him or herself for using medication that would hinder or prevent the safe operation of an aircraft.

This regulation advises that no pilot shall act as pilot-in-command or as a crew member while he/she knows or has reason to know of any medical condition that would make him/her unable to meet the requirements for the medical certificate necessary for the pilot operation; or is taking medication or receiving treatment for a medical condition that results in the person being unable to meet the requirements for the



CAP Safety Team

Col John Tilton, CAP/SE
tiltonj@alltel.net

Maj Karen DeMars, GLR/SE
Karen@smith-ross.com

Col Charles Glass, MER/SE
csglass@juno.com

Lt Col Bruce Brown, NER/SE
bbrown@ner.cap.gov

Capt Michael Hartell, NCR/SE
mike@aswusa.com

Lt Col Mike Howell, PCR/SE
mhowell@charter.net

LtCol Donald Johanson, RMR/SE
johansondon@earthlink.net

Maj Ernest C. Manzano, SER/SE
ermanzano@ser.cap.gov

Maj Larry Mattiello, SWR/SE
lmattiello@airsure.com

Maj Larry Mattiello, CAP, Editor
Phone: 917-969-1812
Fax: 972-991-5855
lmattiello@airsure.com

HQ Civil Air Patrol/SE
105 South Hansell Street
Maxwell AFB AL 36112-6332

medical certificate necessary for the pilot operation.

You should also beware that sometimes the medication you are taking is fine, but the medical condition or underlying illness is reason for grounding and should be recognized as such.

So what do you do when taking over-the-counter medications? Before you make the decision to fly you should ask yourself some honest questions such as:

- How bad do I feel and what sort of symptoms do I have?
- How well does the medication relieve my symptoms?
- What else does the medication do to me?
- Are my symptoms likely to get worse?

The best medicine before you fly is to ask a FAA medical doctor or examiner if the over-the-counter drug is safe to use while flying. Reading the notes on the prescription will give a basic idea of the side effects such as drowsiness or muscle cramps, queasy stomachs, ear or sinus pain, etc. that may impact or impair your flying safely.

The best medicine to fly safely when using over-the-counter medications is to be honest with yourself, ask questions, and perhaps not to fly in the first place if you need to medicate yourself. Flight is demanding of your full attention and concentration, and to be impaired can end up in disaster. Err on the side of safety. Stay on the ground.

L. Mattiello, Maj, CAP

Leading Cause of Death

The leading cause of death in America is not from disease, but is due to motor vehicle accidents. The National Center for Statistics and Analysis says that traffic research shows motor vehicle accidents were the leading cause of death between the ages of 4 and 34. What is troubling is most of these accidents were preventable. Drinking and driving is one cause that tops the list, along with cell phone use, poor tire conditions and excessive speed. So many of our young are needlessly taken away from us in automobile accidents. Educating our youth to the

dangers of driving is important to help protect them from having an accident. Talk with your children or grandchildren when they become drivers about the importance of safe driving habits and being smart on the road. Understanding road rage and how to avoid other drivers in their moment of temporary insanity will help protect them. Teach them to check the tire inflation and wear, fluid levels, fuel, and other important mechanical items. Prevention and attention will keep them driving safe for a long time.

L. Mattiello, Maj, CAP

Airplane Push Backs

There are still an awful lot of CAP aircraft being pushed into immovable objects and getting damaged. Do not push any aircraft into a hangar before you know all the obstacles and hazards? If you are pushing over metal tracks, you could place 1x4 planks of wood between

the rails to allow ease of passage over the tracks. Clear the hangar of items in the aircraft's path, or possible path should it shift unexpectedly. Taking your time and having others to help you can keep our planes from damage.

L. Mattiello, Maj, CAP

FAA – Safety Program Airman Notification System

Airmen... The FAA has announced important changes to the FAA Safety Program effective October 1, 2006. If you have not yet registered with the FAA Safety Program Airman Notification System (SPANS), you will be missing something very important....Information on Safety Seminars and events in your area! It is free and easy to register, you specify information that you want to receive from the FAA.

Register online today at www.faasafety.gov/SPANS. The FAA is no longer sending out "paper" notices of FAA Safety Seminars, in order to receive these notifications you must register to receive them electronically.

In return you get an e-mail tailored to your preference for location and type of seminar, and can pre-register for them as well.

Illinois Safety Pins, November 2006

Summary of CAPFs 78 Received at NHQ CAP for October 2006

Acft, 10 Oct 06, glider hard landing with winds.

Acft, 21 Oct, 182 left aileron contacted hangar door while backing into hangar.

Acft, 15 Oct 06, 172P elevator on pilot's side bent while pushing the aircraft into the parking space.

Veh, 27 Oct 06, Caravan, attempting to avoid a herd of deer, van left roadway and overturned.

Holiday Safety Part 1

As we enter the month of November, we begin thinking about the upcoming holiday season. For November, we naturally think of Thanksgiving. A number of us will be traveling during this season, so here are a few traveling tips.

First and foremost, as we celebrate the holidays, remember do not drink and drive. ALWAYS have a designated driver or abstain when a designated driver is not available for you. We want to see you at the next celebration.

When driving, pay close attention to the weather. Allow extra time and slow down if there is any precipitation! Don't

be afraid to stop and wait out severe weather, especially when snow or ice is involved. Your hosts WILL understand.

When flying, taking the train, bus, or regularly scheduled dog sled; arrive early at the airport or station to have a peaceful check-in and plenty of time for passing through security. Do not leave your carry-on bags unattended at anytime!

Lastly, be sure to dress appropriately for the weather.

Don't eat too much turkey and have a Happy and Safe Thanksgiving!

John Brendel, Capt, CAP, Illinois Wing, SE

Safety and the New Fiscal Year

The start of a new fiscal year, gives us the chance to start over and try new ideas while improving old ones.

There are several items that the Safety staff is currently working on:

1. We are currently totaling up the end-of-year numbers for FY06. We have received 64 CAPFs 78. They include everything from engine backfires to our one fatality. However, we have received only 36 CAPFs 79. If you are a Wing Safety Officer who sent a CAPF 78, you will probably get a request for a copy of the follow-up CAPF 79.

2. The *Sentinel* is going to be redesigned. There will be suggestions from the CAPSAFE program, articles from Wing Safety Officers and the latest month's incident summary.

3. CAPP 217, *Safety Officer Specialty Track Study Guide*, will be updated.

4. Online CAPF 78/mishap reporting that will make this process much easier.

5. A few other items that are still in the works.

It's going to be a great year for safety, but we will need everybody's help.

John Tilton, Col, CAP, National Safety Officer



CAP Safety Team